

TELEGRAPHIC.

From Yesterday's "Evening News."

AN ENGLISHMAN AS REBEL SECRETARY OF STATE—ANOTHER ATTEMPT TO DESTROY CHARLESTON BY FIRE!

England's Motions in Mexico!

ENGAGEMENT on the POTOMAC

NEWS FROM LOUISVILLE!

STORY OF SIX REBEL PRISONERS!

Reported Disaffection in South Carolina—Some Saying the Old Government was Better than the New!

FROM FORTRESS MOYRE!

GREAT BETHEL IN OUR POSSESSION!

WASHINGTON, January 3.—It is said that circumstances have transpired within the last few days leading to the belief that it will not be difficult to designate with certainty the source whence the rebels have derived their information within the last two months.

A dispatch received here this evening from Louisville states that, up to the latest advice from Buell's army, no engagement had taken place. It was expected that but little time would elapse before there would be a decisive battle fought or a rapid retreat made. The rebels were reported to have taken their position, and the Unionists were within one and a half days' march of them. The Norfolk Day Book, of January 1st, contains the following telegram:

Nashville, Dec. 31.—A special dispatch to the Louisville Courier, from Hopkinsville, says that Colonel Forrest's cavalry, about three hundred strong, and the Union cavalry, about the same number, met at Sacramento, on Green River, on Saturday, when a skirmish ensued about fifty miles from the city. The rebels were reported to have killed, wounded, and taken prisoners. Our loss consists of Captain City Meriwether, of Louisville, and one private killed, and one abandoned. The enemy fled in great confusion.

The Richmond Engineer of the 30th says that Hon. Wm. M. Brown, an Englishman, formerly editor of the New York Journal of Commerce, has been commissioned as acting Secretary of State by the rebel government. This confirms the report of the Herald, from Breckinridge, that he sailed from Halifax for Europe.

The Richmond paper of the 28th says that Charleston was fired in several places on Sunday evening last. Several wooden buildings of but small value were destroyed. It is almost certain that the English will occupy, if they have not already occupied, Matamoras with the design, it is feared, of opening commerce with the rebel States by way of Brownsville, exporting cotton and importing contraband.

Herald's Dispatch.—A fight occurred on the 2nd last, between the Union gunboats, Yankee and Albatross, of the Potomac fleet, and the rebel battery at Cock Pit. Missiles from the rifle gun of the battery struck the Yankee, doing but small damage. Several of the projectors of the gunboats took effect in the firing of the battery.

Times Correspondent.—Six rebel prisoners were sent to headquarters to-day. They were taken by our pickets on the left wing of the army. Their information is deemed of high value, and stringent means were taken to prevent all communication with them. The rebels are expecting an advance of our army along the whole line. They are more than ever demoralized by disorders among their public men.

General Magruder is believed to have been relieved of his command at Yorktown, and General Wicks, who has been quite sick, has returned to Eastern Virginia, and is expected to assume command there, or if not there, at Fredericksburg.

There is a well founded belief of serious disaffection towards the rebel government at Charleston, amounting almost to insurrection, by reason of the apparent abandonment of the South Carolina coast to Federal invasion, and the immense destruction of property that the owners have willingly assigned to the flames. They have destroyed not less than \$10,000,000 worth of cotton, which at the last accounts they were depositing at sea, and a guard left there was about to be relieved by England, when they might have shipped and sold it. They were holding Jeff Davis responsible for these disastrous losses, and many citizens were bold enough to say that the old government was better than the new.

Fortress Monroe, Jan. 3.—The steamboat George Washington left Old Point at 11 o'clock this morning and proceeded up James River about nine miles above Newport News, where the rebel steamer Northampton was met with Union prisoners from the protection of the National flag, and six names were called. Such happy looking men are seldom seen. Cheer after cheer arose from each boat as they approached. The hand of the Fourth artillery played Home, sweet Home, which added to the enthusiasm.

As the boat passed Newport News, the crews of the frigates Cumberland and Congress manned the rigging, and the troops at Camp Butler crowded the beach and wharves, and sent over the water their shouts of welcome. The George Washington arrived here on her return about five o'clock, and the Baltimore boat, which was detained for the purpose, took the released prisoners to Baltimore. The number released was 240, nearly all of whom were taken at Bull Run.

The prisoners left Richmond about seven o'clock this morning. On arriving here, all who needed clothing were immediately supplied by the Quartermaster's Department. A scouting party left this place this morning and proceeded to Great Bethel, and found the place occupied by a guard of cavalry only. The place was taken possession of by a scouting party, and a guard left there. The names of the returned Richmond prisoners will be sent if there are any from the West.

New York, Jan. 4.—The steamer Northorn Light arrived this morning from Aspinwall with \$750,000 in California treasure. 5,000 bags of cotton en route for England have arrived at Panama, and a much larger amount is going via Cape Horn. Efforts are making to raise a very large crop the ensuing year of a superior quality.

Chili is about to make active war against the Aracanians Indians.

Gen. Yauru was killed at Lopez by the people, in revenge for assassinations ordered by him. A month previous, in an attempted outbreak by Bolge, all persons were killed and himself badly wounded, and he finally took refuge in the house of the minister.

Gen. San Roman is elected President of Peru. He has already been stoned in the streets of Arequipa.

FREDERICK, Md., January 2.—Official advices from Williamsport state that detachments of the 13th Massachusetts and the 1st Maryland participated in the rout of the rebel forces. Tuesday our men buried 29 of the enemy, and it is supposed that many afterwards died of their wounds. Our loss, according to private information, was few wounded and none killed.

CORTLAND, N. Y., January 4.—A destructive fire broke out here last evening in the Eagle Hotel, which was consumed; loss about \$5,000; no insurance. A harness shop was also destroyed; loss \$2,000; no insurance. Also a cabinet shop; loss about \$4,000; partly insured.

DETROIT, January 4.—In the Republican caucus at Lansing last night, Jacob M.

Howard was unanimously nominated for United States Senator to fill the vacancy occasioned by the death of Senator Buchanan.

ROCHESTER, January 4.—Hon. Alfred Elly arrived here to-day, and had an enthusiastic reception. After a few days rest, he takes his seat in Congress.

PITTSBURGH, Jan. 4.—River four feet 6 inches by pier mail and falling slowly. Weather cloudy and cool.

In connection with the burning of Charleston, an article on "Fire-Doomed Cities," copied into Bidwell's Eclectic from the "Lancet," is just now particularly timely. It appears that of all cities, ancient and modern, Moscow has suffered the most fearfully from fire. In 1563 it was nearly consumed, and two thousand persons perished. But this calamity was trifling to the dismal catastrophe of 1671, when beleaguered by the Tartars:

"They fired the suburbs, and a furious wind carried the flames into the heart of the capital, which the inhabitants could not quit except to die by the sword. A Dutch merchant who was present at the scene, and whose account is preserved in the Russian MSS., speaks of the event as like a storm of fire, owing not only to the wind, but to the streets being paved with great fir trees set close together, oily and resinous, while the houses were of the same material. Thousands of country people had taken refuge in the city from the public enemy. The poor creatures ran into the market-place, and were all roasted there, in such sort that the tallest man seemed but a child, so much had the fire contracted their limbs—a thing more hideous and frightful than any one can imagine. 'The persons,' he adds, 'that were burnt in this fire were above two hundred thousand'—an exaggeration, doubtless, but an indication of a horrible incident.

"A still more stupendous conflagration was the burning of Moscow in 1812, owing to its increased extent. If attended with fewer horrors, they were sufficiently rare, for all who could not fly—the sick, the aged, the wounded—perished. Upon the approach of the French invaders, and the loss of the great battle of Borodino, it was determined to abandon the old capital of the Czar; and on Sunday, September 18th, the three hundred thousand inhabitants were suddenly aroused from a sense of security by a premonitory order to quit their houses, while the Russian army of defense fled through the midst of them in confusion. The French entered the city, and the government and the police withdrew; the prisons were thrown open; and none were left but the incapable and those who remained to execute the secret orders of the authorities. In the evening the enemy entered, and a Murmur was to be seen. The city was deserted.

"Sozorely were the French established in their new quarters when smoke and flames were observed issuing from houses closely shut up in different districts. By Tuesday evening, the fifteenth, the fire had assumed a menacing aspect, destroying by their number the efforts made to quench them, while a high wind rapidly connected them with each other, and wrapped Moscow in a vast sheet of flame. Midnight was rendered as bright as day, for at that hour, at the distance of nearly a league, flames could read the diaphanous forwarded to him by the light of the burning metropolis.

"Thirty thousand houses, seven thousand principal edifices, and fourteen thousand inferior structures, were reduced to ashes. The private loss is supposed to have exceeded thirty millions sterling. Palaces and temples, and the remains of past ages, and those which had been the creation of yesterday; the tombs of ancestors and the nursery cradles of the present generation were indiscriminately destroyed.

CONSTANTINOPLE. A prominent place belongs to the city of the Sultan among the list of fire-doomed cities. There was a conflagration in 1739, which consumed 12,000 houses and 7,000 persons; at another, in 1745, six thousand lives were lost. Other destructive fires occurred in 1751 and 1756, while another in 1791 destroyed thirty thousand dwellings and nearly eight thousand people.

COVINGTON, Ky., has suffered greatly by fire. It was three times burnt almost to the ground, and during the bombardment of 1897 a fire broke out by which four thousand lives were lost. Indeed, at the present day there is not more than a dozen ancient houses in the Danish capital.

HAMBURG enjoys the melancholy notoriety of being the greatest sufferer by fire in the present century. In the fire of 1842 three hundred persons and property to the value of forty million dollars were consumed. But Hamburg has been rebuilt; since then, and her great calamity has proved her greatest blessing.

NEW YORK has many a fearful conflagration inscribed on its annals. The greatest was that of 1835, which many of her citizens yet vividly remember. It broke out on a bitter December night, and raged three days before it could be stayed, completely laying waste the business part of the city, consuming six hundred and forty-eight houses and stores, with \$18,000,000 worth of property; nor was it stopped until buildings were, by the order of the Mayor, blown up with gunpowder. In 1845 occurred another great fire, which, though happily inferior in extent to that of 1835, yet did immense damage, laying waste the entire district between the eastern side of Broad street and Broadway.

QUEBEC has suffered severely from fire; and at the last extensive conflagration there, two thirds of the city was destroyed.

LONDON, as the largest city in the world, afforded material for some tremendous conflagrations. Of all the London fires, that of 1666—the great fire, as it is termed in history—is the most celebrated:

"It broke out early in the morning of Sunday, September second, 1666, close to the present monument, and raged for four days and four nights with unabated fury. Everything favored the progress of the devouring element. The dwellings were generally of wood pitched on the outside; the roofs were thatched; streets narrow; the upper stories of the houses on opposite sides projected so close together as nearly to touch each other; the wood-work was dry and combustible, owing to the heat and drought of the preceding month; and at the same time the wind blew furiously from the east. Fire, kindled by a boy, who was carrying a candle, took possession of more than four hundred acres of ground. He had his meal of four hundred staves and lances, thirteen thousand houses, eighty churches, besides chapels and public buildings, and commanded over from ten to fifteen millions worth of private property. His course was only arrested when the wind abated, and an immense gap was made by the blowing up of the buildings in the path of the flames."

The last extensive fire in London was by no means insignificant. It occurred last summer, on London Docks, and the descriptions of it given in the papers are yet familiar.

"Fancy runs most furiously when a guilty conscience drives it.

"A public speaker, like a hunting dog, should give careful attention to his points.

"Dog stealing in the second degree—hooking to worn-made saunders.

"Garments for the rest of war—the breeches made by the artillery.

SPECIAL NOTICES.

Confidential.

Persons who have been informed by the London Standard, who, by accident or design, have produced in advance of their own, should first read Dr. Gies's Medical Treatise on the Venereal Disease, published, enlarged, and illustrated by plates and engravings. Those who have read other works on this disease, are particularly requested to send for this book. Price, 10s. 6d., or twenty copies for 10s. 6d. H. G. MILLER & CO., Louisville, Ky.

COAL! COAL!

O. Miller & Co.,

Wholesale and Retail Dealers in COAL, keep constantly on hand the best quality at the lowest market price.

Office—Main street, west side, and corner of Preston and Washington streets.

The Great English Remedy

SIR JAMES CLARKE'S

Celebrated Female Pills.

This invaluable medicine is unfailing in the cure of all those painful and dangerous diseases incident to the female constitution.

It moderates all excesses and removes a obstruction from whatever cause, and a speedy cure may be relied on.

To Married Ladies

It is recently attained. It will, in a short time, bring on the monthly period with regularity.

This Pill should not be taken by females that are pregnant, during the first three months.

They are every day to be taken, but at every other time, and in every other case, they are perfectly safe.

In all cases of Nervous and Spinal Affections, Pain in the Back and Limbs, Headache, Fatigue on exertion, Palpitation of the Heart, Lowness of Spirits, Irritability, Bile, Indigestion, All the ailments of the female system, these Pills will effect a permanent cure.

Full directions in the pamphlet around each package which should be carefully preserved.

Prepared and put up by J. H. MOORE, and sold in Louisville by Raymond & Fry, and in New York by Dr. J. H. Moore.

Job Moore, Rochester, N. Y.

WM. A. BATCHELOR'S HAIR-DYE!

The Original and Best in the World!

The Only Harmless and Reliable Hair-Dye Known!

All colors are meretricious, and should be avoided, if from any cause, and especially if from any cause, it is to be used in the hair.

GRAY, RED, OR RUSSY HAIR DYE Instantly to a beautiful and natural brown or black, without the least injury to hair or scalp.

WOMEN'S HAIR DYE, and DIPLOMAS have been awarded to Wm. A. Batchelor since 1859, and over 10,000 applications have been made to the hair of the pattern of this famous dye.

Wm. A. BATCHELOR'S HAIR DYE produces a color not to be distinguished from nature, and is warranted not to injure the hair, however long it may be continued, and the effects of dead hair removed.

Wm. A. BATCHELOR'S HAIR DYE is sold in all the cities and towns of the United States by Dr. J. H. Moore, and in New York, by Dr. J. H. Moore, and in New York, by Dr. J. H. Moore.

Notice.—This gentleman has the name and address, upon a steel-plate engraving, on four sides of the box, of Wm. A. BATCHELOR, 16 Bond street, New York, and of Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

Wm. A. BATCHELOR, 16 Bond street, New York, and Dr. J. H. Moore, 16 Bond street, New York.

TRANSPORTATION.

LOUISVILLE, NEW ALBANY AND CHICAGO RAILROAD!

FOR ST. LOUIS, CHICAGO & DETROIT.

1861. WINTER ARRANGEMENT. 1861.

Trains will leave Louisville for St. Louis, Chicago and Detroit, as follows:

9:30 A. M. CHICAGO EXPRESS (daily except Sunday), making close connection at St. Louis with O & A. Railroad for Chicago, and with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.

9:30 P. M. ST. LOUIS EXPRESS (daily), reaching St. Louis at 7:00 A. M., and connecting with St. Louis & N. O. Railroad for New Orleans.